

## Exhibit 300: Capital Asset Plan and Business Case Summary

### Part I: Summary Information And Justification (All Capital Assets)

#### Section A: Overview (All Capital Assets)

**1. Date of Submission:** 2010-03-17 15:25:29

**2. Agency:** 021

**3. Bureau:** 12

**4. Name of this Investment:** FAAXX600: Oceanic Automation System: Advanced Technologies and Oceanic Procedures (ATOP)

**5. Unique Project (Investment) Identifier:** 021-12-01-11-01-1130-00

**6. What kind of investment will this be in FY 2011?:** Mixed Life Cycle

- Planning
- Full Acquisition
- Operations and Maintenance
- Mixed Life Cycle
- Multi-Agency Collaboration

**7. What was the first budget year this investment was submitted to OMB? \***

**8. Provide a brief summary and justification for this investment, including a brief description of how this closes in part or in whole an identified agency performance gap; this description may include links to relevant information which should include relevant GAO reports, and links to relevant findings of independent audits.**

Advanced Technologies and Oceanic Procedures (ATOP) is the FAA's modernization program for oceanic air traffic control. Before ATOP, there was no aircraft radar tracking and no automated communications for oceanic air traffic. Pilots would radio position reports based on onboard aircraft navigational systems to the controller. Due to the uncertainty in position report reliability, overseas flights required greater separation margins to ensure safe flight, and were rarely able to obtain maximum fuel efficiency, minimum travel times, or access to preferred flight paths. Now we can be in touch with aircraft mid-oceanic flight, electronically and digitally. ATOP further closes the performance gap by allowing properly equipped aircraft and qualified aircrews to operate using reduced oceanic separation criteria. This enables more aircraft to fly optimal routes, enhancing aircraft flight time (and fuel and payload) efficiency during oceanic legs of their flights. Reduced lateral (side-to-side) separation may provide space for additional routes between current locations or new direct markets. Reduced longitudinal (nose-to-tail) separation may provide more opportunities to add flights without delays. The ATOP program has replaced oceanic air traffic control systems and procedures and modernized the Oakland (ZOA), New York (ZNY) and Anchorage (ZAN) Air Route Traffic Control Centers with a satellite-based, integrated oceanic system for all three centers - with common procedures, training, maintenance and support. ATOP is currently in the Solution Implementation phase of the Acquisition Management System (AMS), and operating live traffic in all sectors of ZNY and ZOA airspace. Initial Operating Capability (IOC) for ZAN was declared in March 2006 and operation of live traffic in oceanic sectors of ZAN began in March 2007. The Solution Implementation phase of AMS correlates to the "Control" phase of the CPIC process. The operational portions of the investment are in the CPIC "Evaluate" phase. All portions of the investment have been approved for funding by the JRC2b final investment decision on May 1, 2001. Funding for FY 2011 and beyond is essential for continued improvements in the safety and efficiency of oceanic air traffic control. Requirements for that time-frame include sustaining operational activities, hardware and software technical refresh, and Pre-Planned Product Improvements (P3I).

- a. Provide here the date of any approved rebaselining within the past year, the date for the most recent (or planned) alternatives analysis for this investment, and whether this investment has a risk management plan and risk register.**

**9. Did the Agency's Executive/Investment Committee approve this request? \***

a. If "yes," what was the date of this approval? \*

**10. Contact information of Program/Project Manager?**

- Name: \*
- Phone Number: \*
- Email: \*

**11. What project management qualifications does the Project Manager have? (per FAC-P/PM)? \***

- Project manager has been validated according to FAC-PMPM or DAWIA criteria as qualified for this investment.
- Project manager qualifications according to FAC-P/PM or DAWIA criteria is under review for this investment.
- Project manager assigned to investment, but does not meet requirements according to FAC-P/OM or DAWIA criteria.
- Project manager assigned but qualification status review has not yet started.
- No project manager has yet been assigned to this investment.

**12. If this investment is a financial management system, then please fill out the following as reported in the most recent financial systems inventory (FMSI):**

Financial management system name(s)	System acronym	Unique Project Identifier (UPI) number
*	*	*

**a. If this investment is a financial management system AND the investment is part of the core financial system then select the primary FFMIA compliance area that this investment addresses (choose only one): \***

- computer system security requirement;
- internal control system requirement;
- core financial system requirement according to FSIO standards;
- Federal accounting standard;
- U.S. Government Standard General Ledger at the Transaction Level;
- this is a core financial system, but does not address a FFMIA compliance area;
- Not a core financial system; does not need to comply with FFMIA

## Section B: Summary of Funding (Budget Authority for Capital Assets)

1.

Table 1: SUMMARY OF FUNDING FOR PROJECT PHASES (REPORTED IN MILLIONS) (Estimates for BY+1 and beyond are for planning purposes only and do not represent budget decisions)									
	PY1 and earlier	PY 2009	CY 2010	BY 2011	BY+1 2012	BY+2 2013	BY+3 2014	BY+4 and beyond	Total
Planning:	*	*	*	*	*	*	*	*	*
Acquisition:	*	*	*	*	*	*	*	*	*
Subtotal Planning & Acquisition:	*	*	*	*	*	*	*	*	*
Operations & Maintenance:	*	*	*	*	*	*	*	*	*
Disposition Costs (optional):	*	*	*	*	*	*	*	*	*
SUBTOTAL:	*	*	*	*	*	*	*	*	*
Government FTE Costs should not be included in the amounts provided above.									
Government FTE Costs	*	*	*	*	*	*	*	*	*
Number of FTE represented by Costs:	*	*	*	*	*	*	*	*	*
TOTAL(including FTE costs)	*	*	*	*	*	*	*	*	*

2. If the summary of funding has changed from the FY 2010 President's Budget request, briefly explain those changes:

\*

## Section C: Acquisition/Contract Strategy (All Capital Assets)

1.

Table 1: Contracts/Task Orders Table

Contract or Task Order Number	Type of Contract/Task Order (In accordance with FAR Part 16)	Has the contract been awarded (Y/N)	If so what is the date of the award? If not, what is the planned award date?	Start date of Contract/Task Order	End date of Contract/Task Order	Total Value of Contract/Task Order (M)	Is this an Interagency Acquisition? (Y/N)	Is it performance based? (Y/N)	Competitively awarded? (Y/N)	What, if any, alternative financing option is being used? (ESPC, UESC, EUL, N/A)	Is EVM in the contract? (Y/N)
DTFAWA-05-D-00020	FFP (OPS)	Y	2005-09-15	2005-09-15	2010-09-15	\$125.6	*	*	*	*	*
DTFAWA-05-C-00097	T&M (OPS)	Y	2005-09-23	2005-09-23	2010-09-30	\$9.9	*	*	*	*	*
DTFA01-01-C-00001	CPFF (F&E)	Y	2000-10-01	2000-10-01	2010-09-30	\$3.2	*	*	*	*	*
DTFAWA-09-C-00071	FFP (OPS)	Y	2009-10-01	2009-10-01	2014-09-30	\$0.8	*	*	*	*	*
DTFAWA-03-C-00070	T&M (F&E)	Y	2003-03-31	2003-03-31	2010-09-30	\$57.0	*	*	*	*	*
DTFA01-01-C-A0065	FFP (F&E)	Y	2001-06-18	2001-06-18	2011-07-31	\$190.7	*	*	*	*	*
DTFAWA-05-C-00033	T&M (F&E)	Y	2005-02-28	2005-02-28	2010-12-31	\$14.8	*	*	*	*	*
DTFACT-09-D-00012	CPFF (OPS)	Y	2009-06-16	2009-08-01	2010-12-31	\$46.0	*	*	*	*	*
DTFAWA-05-C-00033	T&M (OPS)	Y	2005-02-28	2005-02-28	2010-12-31	\$14.8	*	*	*	*	*
DTFA01-01-C-A0065	T&M (OPS)	Y	2001-06-18	2001-06-18	2011-03-31	\$138.7	*	*	*	*	*

2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:

\*

3. Is there an acquisition plan which reflects the requirements of FAR Subpart 7.1 and has been approved in accordance with agency requirements? \*

a. If "yes," what is the date? \*

## Section D: Performance Information (All Capital Assets)

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2006	Reduced Congestion	*	*	Average fuel burn per flight for selected city pairs based on actual aircraft trajectories.	Use 2004 baseline established from simulation and modeling.	Compare the fuel burn per flight using baseline, and 2005 and 2006 actual trajectories. Use this as a performance target for the savings for 2007 and 2008.	Average fuel burn per flight was established for 2005 and 2006, and was compared to the baseline (2004) to create the performance target of 2.9 million pounds of fuel saved during 2007.
2006	Safety	*	*	Average time in minutes to respond to weather altitude change requests and weather deviation requests.	On average, it takes 3.8 minutes (2004 baseline YTD) to clear a weather request. Baseline established using operational data from current systems ODAPS and MSODL at ZNY and ZOA.	16% reduction in response time over 2004 baseline. Reduce response time to weather altitude/course deviation requests in oceanic airspace to 3.2 minutes. This is an incremental reduction toward the 2008 goal of 2.5 minutes.	OBE because a measure of the average time in minutes to ALL requests (including weather) has been added under Processes & Activities.
2006	Mobility	*	*	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.	On average, 74% change requests are granted. Baseline established using operational data from systems ODAPS and MSODL.	Increase the change requests granted by 2% from the baseline, therefore allowing aircraft to achieve their preferred altitude 76% of the time.	Increased the change requests granted by 4% from the baseline. Allowed aircraft to achieve their preferred altitude 78% of the time.
2006	Organizational Excellence	*	*	Average time to collect and analyze data from ZOA and ZNY ATOP. Data available for air carriers and other countries.	In 2004, automated method for collecting, analyzing, and sharing data is about two months. The sources for the data collection are the systems ODAPS and MSODL.	Establish automated method for collecting, analyzing, and sharing ATOP data from ZAN. Reduce automated method to a one month process, and as needed, update method for data changes with ZOA and ZNY.	Method established for collecting, analyzing, and sharing ZAN ATOP data. Automated method was reduced down to a one month process, and changes were implemented for ZOA and ZNY.
2006	Safety	*	*	Average international coordination	Average international coordination	Use % performance improvement	OBE due to travel and time. This metric was

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
				time for flights.	time at ZOA is 27 sec/flight and 43 sec/	from 2005 over 2004 as the performance target for 2006.	deleted due to the fact that other metrics show a better picture of ATOP performance and this metric was a manually recorded metric.
2006	Safety	*	*	Average time in minutes to respond to altitude change requests.	5.9 minutes to respond to an altitude change request. Baseline established using operational data from systems ODAPS and MSODL at ZNY and ZOA.	17% improvement over 2004 baseline. Reduce average time to respond to altitude change requests to 4.9 minutes.	An improvement of 52% from the baseline occurred. The average time to respond to an altitude change was reduced to 2.8 minutes.
2006	Reduced Congestion	*	*	Reduction of separation standards.	In the S. Pacific, lat/long separation is 50/80 (avg) for properly equipped aircraft.	Implement 30/30 separation trials in the South Pacific airspace.	On December 22, 2005, implemented 30/30 separation trials in the South Pacific airspace.
2007	Reduced Congestion	*	*	Average fuel burn per flight for selected city pairs based on actual aircraft trajectories.	Use 2004 baseline that was established from simulation and modeling.	Savings of at least 2.9 million pounds during 2007 relative to the 2004 baseline.	Savings of 3.4 million pounds during 2007 relative to the 2004 baseline.
2007	Safety	*	*	Average time in minutes to respond to weather altitude change requests and weather deviation requests.	On average, it takes 3.8 minutes (2004 baseline YTD) to clear a weather request. Baseline established using operational data from current systems ODAPS and MSODL at ZNY and ZOA.	26% reduction in response time over 2004 baseline. Reduce response time to weather altitude/course deviation requests in oceanic airspace to 2.8 minutes. This is an incremental reduction toward the 2008 goal of 2.5 minutes.	OBE because a measure of the average time in minutes to ALL requests (including weather) has been added under Processes & Activities.
2007	Mobility	*	*	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.	On average, 74% change requests are granted. Baseline established using operational data from system ODAPS.	Increase the change requests granted by 3% from the baseline, therefore allowing aircraft to achieve their preferred altitude 78% of the time.	Increased the change requests granted by 4.4% from the baseline, therefore allowing aircraft to achieve their preferred altitude 78.4% of the time.
2007	Organizational	*	*	Average time to	In 2004,	Improve and	Automated

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
	Excellence			collect and analyze data from ZOA, ZNY, and ZAN ATOP. Data available for air carriers and other countries.	automated method for collecting, analyzing, and sharing data is about two months. The sources for the data collection are the current systems ODAPS and MSODL.	expand automated method for collecting, analyzing, and sharing ATOP data from ZOA, ZNY, and ZAN.	method for data collection and production of performance metrics improved and reduced down to a three-week process.
2007	Safety	*	*	Average international coordination time for flights.	Average international coordination time at ZOA is 27 sec/flight and 43 sec/coordination . Average international coordination time at ZNY is 38 sec/flight and 49 sec/coordination . Baseline established by monitoring and timing coordination at ZNY/ZOA.	Given the increase in demand, achieve and maintain 2006 average coordination time.	OBE due to travel and time. This metric was deleted due to the fact that other metrics show a better picture of ATOP performance and this metric was a manually recorded metric.
2007	Safety	*	*	Average time in minutes to respond to altitude change requests.	5.9 minutes to respond to an altitude change request. Baseline established using operational data from systems ODAPS and MSODL at ZNY and ZOA.	25% improvement over 2004 baseline. Reduce average time to respond to altitude change requests to 4.4 minutes.	56% improvement over 2004 baseline. Reduced average time to respond to altitude change requests to 2.6 minutes.
2007	Reduced Congestion	*	*	Reduction of separation standards.	Lat/long separation is 50/80 (avg) in the Pacific.	Expand 30/30 separation in the Pacific Oceanic airspace.	Trial 30/30 separation operations expanded in select sectors of Oakland FIR March 13, 2007
2008	Reduced Congestion	*	*	Average fuel burn per flight for selected city pairs based on actual aircraft trajectories.	Use 2004 baseline that was established from simulation and modeling.	Annual fuel savings of at least 15 million pounds relative to the 2004 baseline.	Flights saved 16.3 million pounds of fuel relative to the 2004 baseline.
2008	Safety	*	*	Average time in minutes to respond to weather altitude change requests and weather deviation	On average, it takes 3.8 minutes (2004 baseline) to clear a weather request. Performance measured using	34% reduction in response time over 2004 baseline. Reduce response time to weather altitude/course	OBE because a measure of the average time in minutes to ALL requests (including weather) has been added

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
				requests.	operational data from current systems ODAPS and MSODL at ZNY and ZOA.	deviation requests in oceanic airspace to 2.5 minutes.	under Processes & Activities.
2008	Mobility	*	*	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.	On average, 74% change requests are granted. Baseline established using operational data from system ODAPS.	Given the increase in demand, maintain the increase over 2004 in altitude change requests granted. Allow aircraft to achieve their preferred altitude 78% of the time.	On average, 78.7% flight altitude change requests were granted.
2008	Organizational Excellence	*	*	Average time to collect and analyze data from ZOA, ZAN, and ZNY ATOP. Data available for air carriers and other countries.	In 2004, automated method for collecting, analyzing, and sharing data is about two months. The sources for the data collection are the systems ODAPS and MSODL.	Continue to improve automated method for collecting, sharing, and reporting metrics using the ATOP data from ZOA, ZAN, and ZNY. Decrease maximum data turnaround time to no more than one month.	Time to collect, analyze, and share data continues to be a consistent at 3-4 weeks.
2008	Safety	*	*	Average time in minutes to respond to altitude change requests.	5.9 minutes to respond to an altitude change request. No baseline cost per flight exists for oceanic flights. (Values from 2004 baseline YTD). Baseline established using operational data from systems ODAPS and MSODL at ZNY and ZOA.	32% improvement over 2004 baseline. Reduce average time to respond to altitude change requests to 4.0 minutes.	59% improvement over 2004 baseline. Reduced average time to respond to altitude change has been reduced to 2.4 minutes.
2008	Reduced Congestion	*	*	Reduction of separation standards.	Lat/long separation is 50/80 (avg) in the Pacific and 60/80 (avg) in the North Atlantic.	Implement 50 lat separation in WATRS airspace.	50 lat separation standard implemented in WATRS airspace effective June 5, 2008 per FAO Amendment JO 7110.65S
2009	Reduced Congestion	*	*	Average fuel savings per	Using 2004 through 2008	Increase fuel savings by at	Met. Increased fuel savings to



Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
				passenger seat for selected city pairs based on actual aircraft trajectories.	data, an indexed fuel savings/passenger seat baseline (pounds/passenger seat) was established from operational fuel usage data modeling. Baseline average fuel savings is 6.2 pounds/passenger seat.	least 1% (1.01 pounds per passenger seat) relative to previous year's (2008) fuel savings.	2.15 pounds per passenger seat relative to previous years (2008) fuel savings.
2009	Mobility	*	*	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.	On average, 74% change requests are granted. Baseline established using operational data from system ODAPS.	Given the increase in demand, maintain the increase over 2004 in altitude change requests granted. Allow aircraft to achieve their preferred altitude 78% of the time.	Allowed aircraft to achieve their preferred altitude 80% of the time.
2009	Organizational Excellence	*	*	Average time to collect and analyze data from ZOA, ZAN, and ZNY ATOP. Data available for air carriers and other countries.	In 2004, automated method for collecting, analyzing, and sharing data is about two months. The sources for the data collection are the systems ODAPS and MSODL.	Continue to improve automated method for collecting, sharing, and reporting metrics using the ATOP data from ZOA, ZAN, and ZNY. Decrease maximum data turnaround time to no more than 25 days.	Continued to improve automated methods for collecting, sharing and reporting metrics. Decreased maximum turnaround time to no more than 15 days.
2009	Safety	*	*	Average time in minutes to respond to altitude change requests.	5.9 minutes to respond to an altitude change request. No baseline cost per flight exists for oceanic flights. (Values from 2004 baseline YTD). Baseline established using operational data from systems ODAPS and MSODL at ZNY and ZOA.	40% improvement over 2004 baseline. Reduce average time to respond to altitude change requests to 3.5 minutes.	Reduced average response time to altitude changes to 2.34 minutes.
2009	Reduced Congestion	*	*	Reduction of separation	Lat/long separation is	Expand 30/30 lat/long trials in	Continued to apply 30/30

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
				standards.	50/80 (avg) in the Pacific and 60/80 (avg) in the North Atlantic.	Pacific airspace. Maintain 50 lat separation in Atlantic airspace (WATRS)	at/lon separation to targets of opportunity in Pacific airspace. Maintained 50 lat separation in Atlantic airspace (WATRS).
2010	Reduced Congestion	*	*	Average fuel savings per passenger seat for selected city pairs based on actual aircraft trajectories.	Using 2004 through 2008 data, an indexed fuel savings/passenger seat baseline (pounds/passenger seat) was established from operational fuel usage data modeling. Baseline average fuel savings is 6.2 pounds/passenger seat.	Increase fuel savings by at least 1% (1.04 pounds per passenger seat) relative to previous year's (2009) fuel savings.	Data will be available in 1st Qtr 2011.
2010	Mobility	*	*	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.	On average, 74% change requests are granted. Baseline established using operational data from system ODAPS.	Given the increase in demand, maintain the increase over 2004 in altitude change requests granted. Allow aircraft to achieve their preferred altitude 78% of the time.	Data will be available in 1st Qtr 2011.
2010	Organizational Excellence	*	*	Average time to collect and analyze data from ZOA, ZAN, and ZNY ATOP. Data available for air carriers and other countries.	In 2004, automated method for collecting, analyzing, and sharing data is about two months. The sources for the data collection are the systems ODAPS and MSODL.	Continue to improve automated method for collecting, sharing, and reporting metrics using the ATOP data from ZOA, ZAN, and ZNY. Decrease maximum data turnaround time to no more than 21 days.	Data will be available in 1st Qtr 2011.
2010	Safety	*	*	Average time in minutes to respond to altitude change requests.	5.9 minutes to respond to an altitude change request. No baseline cost per flight exists for oceanic flights. (Values	48% improvement over 2004 baseline. Reduce average time to respond to altitude change	Data will be available in 1st Qtr 2011.

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
					from 2004 baseline YTD). Baseline established using operational data from systems ODAPS and MSODL at ZNY and ZOA.	requests to 3.1 minutes.	
2010	Reduced Congestion	*	*	Reduction of separation standards.	Lat/long separation is 50/80 (avg) in the Pacific and 60/80 (avg) in the North Atlantic.	Further expand 30/30 lat/long trials in Pacific airspace. Reduce 50 lat separation in Atlantic airspace (WATRS).	Data will be available in 1st Qtr 2011.
2011	Reduced Congestion	*	*	Average fuel savings per passenger seat for selected city pairs based on actual aircraft trajectories.	Using 2004 through 2008 data, an indexed fuel savings/passenger seat baseline (pounds/passenger seat) was established from operational fuel usage data modeling. Baseline average fuel savings is 6.2 pounds/passenger seat.	Increase fuel savings by at least 1% (1.09 pounds per passenger seat) relative to previous year's (2010) fuel savings.	Data will be available in 1st Qtr 2012.
2011	Mobility	*	*	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.	On average, 74% change requests are granted. Baseline established using operational data from system ODAPS.	Given the increase in demand, maintain the increase over 2004 in altitude change requests granted. Allow aircraft to achieve their preferred altitude 78% of the time.	Data will be available in 1st Qtr 2012.
2011	Organizational Excellence	*	*	Average time to collect and analyze data from ZOA, ZAN, and ZNY ATOP. Data available for air carriers and other countries.	In 2004, automated method for collecting, analyzing, and sharing data is about two months. The sources for the data collection are the systems ODAPS and MSODL.	Continue to improve automated method for collecting, sharing, and reporting metrics using the ATOP data from ZOA, ZAN, and ZNY. Maintain maximum data turnaround time	Data will be available in 1st Qtr 2012.

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
						to no more 21 days	
2011	Safety	*	*	Average time in minutes to respond to altitude change requests.	5.9 minutes to respond to an altitude change request. No baseline cost per flight exists for oceanic flights. (Values from 2004 baseline YTD). Baseline established using operational data from systems ODAPS and MSODL at ZNY and ZOA.	52% improvement over 2004 baseline. Reduce average time to respond to altitude change requests to 2.9 minutes.	Data will be available in 1st Qtr 2012.
2011	Reduced Congestion	*	*	Reduction of separation standards.	Lat/long separation is 50/80 (avg) in the Pacific and 60/80 (avg) in the North Atlantic.	Further normalize 30/30 lat/long separation in Pacific airspace. Further reduce 50 lat separation in Atlantic airspace (WATRS)	Data will be available in 1st Qtr 2012.
2012	Reduced Congestion	*	*	Average fuel savings per passenger seat for selected city pairs based on actual aircraft trajectories.	Using 2004 through 2008 data, an indexed fuel savings/passenger seat baseline (pounds/passenger seat) was established from simulation and modeling data: Baseline is 6.2 pounds/passenger fuel savings.	Increase fuel savings by at least 1% (1.15 pounds per passenger seat) relative to previous year's (2011) fuel savings.	Data will be available in 1st Qtr 2013.
2012	Mobility	*	*	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.	On average, 74% change requests are granted. Baseline established using operational data from system ODAPS.	Given the increase in demand, maintain the increase over 2004 in altitude change requests granted. Allow aircraft to achieve their preferred altitude 78% of the time.	Data will be available in 1st Qtr 2013.
2012	Organizational Excellence	*	*	Average time to collect and analyze data from ZOA, ZAN, and ZNY ATOP.	In 2004 automated method for collecting, analyzing, and	Continue to improve automated method for collecting,	Data will be available in 1st Qtr 2013.

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
				Data available for air carriers and other countries.	sharing data is about two months. The sources for data collection are the systems ODAPS and MSODL.	sharing, and reporting metrics using the ATOP data from ZOA, ZAN, and ZNY. Maintain maximum data turnaround time to no more 18 days	
2012	Safety	*	*	Average time in minutes to respond to altitude change requests.	5.9 minutes to respond to an altitude change request. No baseline cost per flight exists for oceanic flights. (Values from 2004 baseline YTD). Baseline established using operational data from systems ODAPS and MSODL at ZNY and ZOA.	55% improvement over 2004 baseline. Reduce average time to respond to altitude change requests to 2.7 minutes.	Data will be available in 1st Qtr 2013.
2012	Reduced Congestion	*	*	Reduction of separation standards.	Lat/long separation is 50/80 (avg) in the Pacific and 60/80 (avg) in the North Atlantic.	Complete normalization 30/30 lat/long separation in Pacific airspace. Reduce 50 lat. separation in Atlantic airspace (WATRS) .	Data will be available in 1st Qtr 2013.
2013	Reduced Congestion	*	*	Average fuel savings per passenger seat for selected city pairs based on actual aircraft trajectories.	Using 2004 through 2008 data, an indexed fuel savings/passenger seat baseline (pounds/passenger seat) was established from operational fuel usage data modeling. Baseline average fuel savings is 6.2 pounds/passenger seat.	Increase fuel savings by at least 1% (1.21 pounds per passenger seat) relative to previous year's (2012) fuel savings.	Data will be available in 1st Qtr 2014.
2013	Organizational Excellence	*	*	Average time to collect and analyze data from ZOA, ZAN, and ZNY ATOP. Data available for air carriers and other countries.	In 2004 automated method for collecting, analyzing, and sharing data is about two months. The sources for data	Continue to improve automated method for collecting, sharing, and reporting metrics using the ATOP data	Data will be available in 1st Qtr 2014.

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
					collection are teh systems ODAPS and MSODL.	from ZOA, ZAN, and ZNY. Maintain maximum data turnaround time to no more 18 days.	
2013	Mobility	*	*	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.	On average, 74% change requests are granted. Baseline established using operational data from system ODAPS.	Given the increase in demand, maintain the increase over 2004 in altitude change requests granted. Allow aircraft to achieve their preferred altitude 78% of the time.	Data will be available in 1st Qtr 2014.
2013	Safety	*	*	Average time in minutes to respond to altitude change requests.	5.9 minutes to respond to an altitude change request. No baseline cost per flight exists for oceanic flights. (Values from 2004 baseline YTD). Baseline established using operational data from systems ODAPS and MSODL at ZNY and ZOA.	58% improvement over 2004 baseline. Reduce average time to respond to altitude change requests to 2.5 minutes.	Data will be available in 1st Qtr 2014.
2013	Reduced Congestion	*	*	Reduction of separation standards.	Lat/long separation is 50/80 (avg) in the Pacific and 60/80 (avg) in the North Atlantic.	Regular operations of 30/30 lat/long separation in Pacific airspace. Further reduction of 50 lat. separation in Atlantic airspace (WATRS)	Data will be available in 1st Qtr 2014.
2014	Reduced Congestion	*	*	Average time to collect and analyze data from ZOA, ZAN, and ZNY ATOP. Data available for air carriers and other countries.	Using 2004 through 2008 data, an indexed fuel savings/passenger seat baseline (pounds/passenger seat) was established from operational fuel usage data modeling. Baseline average fuel savings is 6.2	Increase fuel savings by at least 1% (1.31 pounds per passenger seat) relative to previous year's (2013) fuel savings.	Data will be available in 1st Qtr 2015.

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
					pounds/passenger seat.		
2014	Mobility	*	*	% altitude change requests granted. This allows the customer to reach their requested/optimal altitudes sooner.	On average, 74% change requests are granted. Baseline established using operational data from system ODAPS.	Given the increase in demand, maintain the increase over 2004 in altitude change requests granted. Allow aircraft to achieve their preferred altitude 78% of the time.	Data will be available in 1st Qtr 2015.
2014	Organizational Excellence	*	*	Average time to collect and analyze data from ZOA,ZAN,and ZNY ATOP. Data available for air carriers and other countries.	In 2004 automated method for collecting,analyzing, and sharing data is about two months. The sources for data collection are the systems ODAPS and MSODL.	Continue to improve automated method for collecting, sharing, and reporting metrics using the ATOP data from ZOA, ZAN, and ZNY. Maintain maximum data turnaround time to no more 18 days.	Data will be available in 1st Qtr 2015.
2014	Safety	*	*	Average time in minutes to respond to altitude change requests.	5.9 minutes to respond to an altitude change request. No baseline cost per flight exists for oceanic flights. (Values from 2004 baseline YTD). Baseline established using operational data from systems ODAPS and MSODL at ZNY and ZOA.	58% improvement over 2004 baseline. Reduce average time to respond to altitude change requests to 2.4 minutes.	Data will be available in 1st Qtr 2015.
2014	Reduced Congestion	*	*	Reduction of separation standards.	Lat/long separation is 50/80 (avg) in the Pacific and 60/80 (avg) in the North Atlantic.	Regular operations of 30/30 lat/long separation in Pacific airspace. Further reduction of 50 lat. separation in Atlantic airspace (WATRS)	Data will be available in 1st Qtr 2015.

## Part II: Planning, Acquisition And Performance Information

### Section A: Cost and Schedule Performance (All Capital Assets)

1. Comparison of Actual Work Completed and Actual Costs to Current Approved Baseline								
Description of Milestones	Planned Cost (\$M)	Actual Cost (\$M)	Planned Start Date	Actual Start Date	Planned Completion Date	Actual Completion Date	Planned Percent Complete	Actual Percent Complete
S18 Final Investment Decision (FID)	\$12.8	\$12.8	1999-10-01	1999-10-01	2000-11-20	2000-11-20	100.00%	100.00%
S20 Contract Award	\$1.0	\$1.0	2001-01-02	2001-01-02	2001-06-05	2001-06-20	100.00%	100.00%
Other - Program DME & FTE FY2001-2009	\$446.5	\$431.7	2001-07-02	1999-10-01	2009-11-30	2009-11-30	100.00%	100.00%
Tech Refresh and P3I	\$285.0	\$81.6	2005-06-01	2005-06-01	2013-07-31		28.63%	28.63%
Operations and Maintenance (O&M, 2008 and earlier)	\$240.6	\$240.6	1999-10-01	1999-10-01	2008-09-30	2008-09-30	100.00%	100.00%
O&M, 2009	\$77.2	\$77.2	2008-10-01	2008-10-01	2009-09-30	2009-09-30	100.00%	100.00%
O&M, 2010	\$79.8	\$59.9	2009-10-01	2009-10-01	2010-09-30		75.00%	75.00%
O&M, 2011	*	*	2010-10-01		2011-09-30		0.00%	0.00%
O&M, 2012	*	*	2011-10-01		2012-09-30		0.00%	0.00%
O&M, 2013	*	*	2012-10-01		2013-09-30		0.00%	0.00%
O&M, 2014	*	*	2013-10-01		2014-09-30		0.00%	0.00%
O&M, 2015-2017	*	*	2014-10-01		2017-09-30		0.00%	0.00%

\* - Indicates data is redacted.